

DRAFT MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION ENHANCEMENT FUNDS WORKING GROUP

Tuesday, June 13, 2006 – 9:00 a.m.
MAG Office Building, Suite 200 - Saguaro Room
302 North First Avenue, Phoenix

MEMBERS PRESENT

Councilman Michael Johnson, Co-Chair,
Phoenix
Ed Beasley, Co-Chair, Glendale, representing
the MAG Management Committee
Robert Yabes, Tempe, representing the
MAG Street Committee
Angela Dye, A Dye Design, representing the
American Society of Landscape Architects,
Arizona Chapter
Robert Schultz, City of Mesa, representing
the Arts Community

Dawn Coomer, Scottsdale, representing the
MAG Pedestrian Working Group
*Andre Licardi, Arizona Commission of the
Arts
Bill Lazenby, representing the MAG Regional
Bicycle Task Force
Doug Kupel, Arizona Preservation Foundation,
representing the Archaeological and
Historic Preservation Community

* Not Present

OTHERS PRESENT

Ken Hall, MAG
Reed Kempton, City of Scottsdale
Steve Gross, MAG
Janeen Gaskins, City of Avondale
Steve Hancock, City of Glendale
Steve McKay, Town of Wickenburg
Scott Cisson, Arizona State University
Suneel Garg, City of Surprise
Randy Overmyer, City of Surprise
Lon McDermott, Town of Wickenburg
Ian Cordwell, Town of Cave Creek
Brent Stoddard, City of Glendale
Dana Tranberg, City of Glendale
Paula Moloff, City of Glendale
Lynn Timmons, City of Phoenix
Kelly LaRosa, City of Avondale
Darryl Crossman, City of Litchfield Park
Mike Cartsonis, City of Litchfield Park

Troy White, Town of Queen Creek
Sandy McGeorge, Town of Queen Creek
Randy Overmyer, City of Surprise
John Verdugo, Maricopa County
Leo Donahue, Maricopa County
Mark Young, Town of Queen Creek
Tami Ryall, Town of Gilbert
Gail Brinkmann, City of Phoenix
Mark Danelowitz, Danelowitz & Associates
Linda Lujan, South Mountain Community
College
Raul Sandoval, South Mountain Community
College
William Conley, Arizona Agribusiness Equine
Science Center
Michael Celaya, City of Surprise
Creighton Wright, Town of Queen Creek
Dan Davis, City of Avondale

1. Call to Order

Co-Chair Michael Johnson called the meeting to order at 9:07 a.m.

2. Approval of the June 23, 2005, Meeting Minutes of the Enhancement Funds Working Group

Addressing the first order of business, Co-Chair Johnson asked if there were any changes or amendments to the meeting minutes, and asked for a formal approval. Mr. Ed Beasley moved to approve the minutes as presented. Ms. Angela Dye seconded, and the minutes were subsequently approved by unanimous voice vote of the Working Group.

3. Introduction of Working Group Members and Members of the Audience

Co-Chair Johnson asked members of the Working Group, and those individuals who were in attendance to introduce themselves.

4. Call to the Audience

Co-Chair Johnson asked if there were any comments from the public. He informed those in attendance that there were two versions of Request to Speak cards. Co-Chair Johnson noted that the blue cards were for individuals that wished to speak on items not related to items on the agenda, whereas the yellow cards were required to provide public input on items that were specifically related to the agenda. Co-Chair Johnson then addressed the application process, and asked all presenters, and members who were in attendance to speak on behalf of a project, to fill out a card prior to their item. Co-Chair Johnson then stated that he had not received any request to speak cards from the audience for non-agenda items, and moved on to the next item.

5. Staff Report

Co-Chair Johnson introduced Mr. Ken Hall, MAG Transportation Planner, to provide an update on current items of interest. Mr. Hall addressed the Working Group, and provided a brief overview of funding from last year's Round XIII Transportation Enhancement process. He stated that during Round XIII, there were a total of 52 Local project submittals, which totaled \$21,049,327 in overall requests. Of this amount, \$6.3 million, or 30.2 percent of the total amount was approved. He then informed those in attendance that there were a total of 24 State project submittals, which totaled \$12,962,848 in overall requests. Of this amount, \$3.13 Million, or 24.1 percent of the total amount was approved. Mr. Hall stated that the total funding awarded to applicants throughout Arizona from the State and Local project categories amounted to \$9,489,676. Mr. Hall then provided an overview of State and Local Round XIII projects by agency. He noted that while the MAG Region did very well in the

Local project category and received most of Arizona's funding at approximately \$1.5 million, MAG was not able to obtain funding from the State Funding Category for the region's two project submittals. He noted that the Town of Wickenburg, which requested \$710,268 for a US 60 Multi-Use path project from the State project category, just missed being funded during the final rankings by the Transportation Enhancement Review Committee (TERC).

Mr. Hall then provided a brief comparison and overview of Transportation Enhancement funding that was reviewed by Councils of Governments and Metropolitan Planning Agencies throughout Arizona. He also displayed a chart showing the overall funding received by agency, between the years of 1993 and 2005. Mr. Hall displayed the MAG projects that requested funding during Round XIII, and noted that there were a total of six projects from last year that have been resubmitted for consideration at today's meeting, which included the Town of Cave Creek (The Walk); the City of Mesa/Arizona State University Polytechnic (Twining Mall); the Town of Gilbert (Heritage District); the City of Glendale (West Glendale Avenue); and the Town of Wickenburg (US 60 Multi-Use Path and the Downtown Street Scape project). Mr. Hall also informed the Working Group of a project change. He stated that the title of the City of Glendale's project would be changed from the *Grand Avenue Pedestrian Bridge/Bicycle Bridge Project*, to the *West Glendale Avenue Walkway and Connectivity Enhancements*. There were no questions from the Working Group, and this concluded Mr. Hall's report.

6. Review and Discussion of Round XIII Enhancement Fund Applications

Addressing the next order of business, Co-Chair Johnson thanked those in attendance for participating in today's meeting, and described the process for hearing each of the applications. Co-Chair Johnson informed the Working Group that a total of five minutes would be allowed for each presentation, which would be followed by a five minute public comment period, and a maximum, ten-minute time frame to allow the Working Group to ask questions and to make necessary comments. Co-Chair Johnson noted that it was very important to maintain structured time limitations in accordance with the Working Group's adopted Review Policy.

Mr. Ken Hall then addressed the Working Group, and stated that the primary goal of today's meeting was to assist applicants in submitting high-quality applications. Mr. Hall said that the Working Group would hear each application, and make recommendations and suggestions in an effort to strengthen the applications prior to their final submittal to ADOT. Mr. Hall then provided information on the process, and informed those in attendance that he would introduce each project in order, as identified within the Agenda. Mr. Hall also informed those in attendance that applicants will be required to submit a written response to comments and questions raised by members of the MAG Enhancement Funds Working Group prior to the next meeting, which is scheduled for June 22, 2006, at 9:00 a.m. in the MAG Cholla Conference Room.

Co-Chair Johnson then addressed the Working Group and thanked them for attending, and stated that their work in this effort was greatly appreciated. He asked if there were any questions, and then proceeded to the application review process for the projects identified below, which were heard by the Working Group in order.

City of Glendale - West Glendale Avenue Walkway and Connectivity Enhancements

Ms. Paula Moloff addressed the Working Group, and informed them of the fact that this project was being resubmitted from last year. She stated that the project was located on the north side of West Glendale Avenue from North 59th Avenue to North 63rd Avenue. She said that this project will serve to eliminate barriers to walking by creating a linkage between the new Grand Avenue underpass and at-grade Pedestrian/Bicycle Bridge and Park Deck constructed by ADOT; and businesses, restaurants, neighborhoods, and Glendale High School, which are located along West Glendale Avenue. She stated that the project involves removing approximately 3,000 linear feet of 4 foot wide sidewalk and installing a 10 to 14-foot wide multiuse path. She informed the Working Group that the project also included pedestrian and bicycle amenities, landscaping, shade trees, and crosswalk enhancements.

Mr. Rob Schultz then asked Ms. Moloff for clarification about the public art amenities affiliated with the proposed project. Ms. Moloff stated that the public art component would be completed through a special fund provided by the City of Glendale, and that she hoped the art would include a theme that addresses the city's history of rail transportation. Ms. Moloff then addressed letters of support for the project, and concluded her presentation to the Working Group. There were no further questions.

Town of Wickenburg - US 60 Multi - Use Path

Mr. Steve McKay addressed the Working Group, and informed them that the project was being resubmitted from last year. Mr. McKay stated that the project specifically involved the construction of a 10 foot wide, multi-use path within the right-of-way of US 60. He informed the Working Group that the project was located within the Town of Wickenburg, and would extend a distance of approximately 1.4 miles from the Vulture Mine Crossing to Los Altos Drive. He noted that this would be Stage II of a previously funded Transportation Enhancement project extending from Sunset Park to the Vulture Mine Crossing. Mr. McKay said that this project would complete the town's multi-use path from the Town Core to Sunset Park.

Mr. McKay said that the project would be located in an area containing open desert with panoramic views and native vegetation. He said that the proposed path is 25 feet away from the edge of US 60, which contains an existing bike lane constructed by ADOT. He said that the existing ADOT bike lane is limited to the on-road use of bicycles by experienced cyclists, and that many members of the public could not use it for safety purposes. He said that the new multi-use path would be friendly toward pedestrians, and also allow for a connection to Wickenburg High School through Vulture Mine Road.

Discussion followed, and Ms. Angela Dye then addressed the map in the Town of Wickenburg's application. She suggested that the Town revise the existing map in order to display important destination features, and to show the connectivity associated with the project. Mr. Bill Lazenby then asked for clarification on street crossings and signage along the pathway, and suggested that the Town change the wording in the present application to show the existing bike lane as a positive feature of the overall corridor, opposed to disregarding it as a negative feature. Ms. Dye agreed, and said that by including language for the existing ADOT on-road bike lane; it would serve to strengthen the application by showing how the overall corridor along US 60 would be enhanced by providing several options of travel, opposed to one. Ms. Dawn Coomer addressed the Working Group, and stated that the Town of Wickenburg had two project submittals that were requesting funding from the State project category. She asked Mr. McKay about project priority, and he stated that the Town of Wickenburg had no preference about one project being ranked higher than the other. There was no further discussion.

Town of Wickenburg - Downtown Street Scape Project (US 60 and US 93)

Mr. Lon McDermott addressed the Working Group, and stated that this application was being resubmitted from last year. He also stated that the project was requesting less more funding than last year's submittal. Mr. McDermott then highlighted the central components of the project, which included the conversion of a 1962 bridge across the Hassayampa River into a pedestrian walkway, and the renovation of the railroad underpass on US 60. Mr. McDermott addressed the 1962 bridge across the Hassayampa River, and said that the project was 483 feet in length and 47 feet in width, and was eligible to be on the National Historic Register in 2012. He said that bridge would serve as a pedestrian crosswalk and event venue for the community.

Mr. McDermott then briefly addressed the railroad underpass, which he said was in a state of disrepair. He said that the original underpass was constructed during the 1930s, and altered in 1946. Mr. McDermott stated that the structure was listed as historic under an "uncommon structure type" category, and that the Town has had many discussions with the State Historic Preservation Office (SHPO) concerning the project. Mr. McDermott said that the project is sponsored by the ADOT District Engineer, and that the application contains letters of support, and a resolution by the Town Council.

Discussion followed, and Mr. Doug Kupel recommended that the Town provide further clarification on the 1962 bridge project. Mr. Kupel said it should be stressed that the structure will not be demolished, and that it will remain intact. Also, he said that further clarification should be provided with regard to the historic designation of the structures, and any ongoing consultation with SHPO regarding their historic designation. Ms. Angela Dye then stated that in the application, under the *Other Construction Items* section of the Estimated Project Costs spreadsheet, there is an item to restore the Railroad underpass in the amount of \$50,000. She suggested that this total amount should be further itemized to provide additional information.

Ms. Dawn Coomer then addressed the Working Group, and said that in the Town's application, under the *Other Construction Items* section of the Estimated Project Costs spreadsheet, there is an item in the amount of \$25,000 for public restrooms. She asked whether Public Restrooms were allowed. Mr. Hall addressed the Working Group, and stated that it was his understanding that public restrooms were not allowed as part of the Transportation Enhancement Program, but would check the program elements to confirm their eligibility for funding. Ms. Coomer stated that if this were the case, the restrooms would need to be paid for with local funds, and removed from the federal funds category. There were no further comments.

City of Scottsdale – Arizona Canal Multi-Use Path: 64th Street to Goldwater Boulevard

Mr. Reed Kempton addressed the Working Group, and provided an overview of the City's application. Mr. Kempton stated that the project involved the construction of a 10 to 12- foot multi-use path along the south bank of the Arizona Canal from 64th Street to Goldwater Boulevard, which was a distance of a little under a mile. Mr. Kempton discussed how the proposed project would enhance the downtown area of Scottsdale, and said the request would connect a Round II to a Round XIII Transportation Enhancement project. Mr. Kempton informed the Working Group that the project would include landscaping, site furnishings, and would also include locally funded artist participation. He said that the City was requesting \$500,000 in federal funding, and that the total project cost was approximately \$1.6 million. There were no comments from the Working Group.

City of Scottsdale – Arizona Canal Multi-Use Path: Chaparral Road to McDonald Drive

Mr. Reed Kempton addressed the Working Group, and provided an overview of the City's application. Mr. Kempton said that the proposed project would include the construction of a 10 to 12 - foot multi-use path along the south bank of the Arizona Canal from Chaparral Road to McDonald Drive, a distance of about a mile. Mr. Kempton said that the South Bank of the canal project was much wider than the north bank, and would include landscaping, site furnishings, and also contain a public art element by the city. Mr. Kempton said that the project area would provide a needed connection for neighborhoods between Vista Drive and the Miller and Jackrabbit Road areas. Mr. Kempton addressed the importance of this project by demonstrating how it contributes to the further completion on the regional, multi-use circular loop system along canals and trails connecting Phoenix, Tempe, Scottsdale, and the Papago Park area. He stated that when this system is completed, it would be one of the best multi-use pathway systems in the nation.

Discussion followed, and Mr. Doug Kupel stressed the importance of a letter from Salt River Project. Mr. Kempton then addressed the application, and stated that a number of applications would be forthcoming prior to the application due date. Ms. Angela Dye then recommended that the City provide another map in the application, similar to the existing regional context map, which displays the regional multi-use canal loop system.

City of Avondale - City of Avondale Safety Education Program

Ms. Kelly LaRosa addressed the Working Group, and provided an overview of the city's proposed Pedestrian Safety Education Program. She noted that the total project cost was \$7,000, and said that it would allow the City of Avondale to procure materials and equipment to implement the safety education program. She called the Working Group's attention to Page 10 of the application, and said that the request also included the purchase of a portable pedestrian flashing signal to teach children about when to walk, and when not to walk, prior to approaching an intersection or street. She said the other components of the program would include supplemental funding for marketing brochures, which would be distributed at booths and tables staffed by city representatives during a variety of events throughout the year. Ms. LaRosa said that although the City of Avondale is excited about seeing the enthusiasm in their younger population, the program would be age specific, and target all age groups.

Mr. Rob Schultz stated that it may also be helpful to provide materials in Spanish, as well as English. There were several questions pertaining to the public outreach component of the project, and Ms. LaRosa said that the thousands of people could be reached through a number of events in the city that took place throughout the year. Mr. Schultz suggested that the City incorporate text into the application, which highlighted the total number of events where safety materials would be provided. He said that by showing the number of people that can be reached at various municipal events throughout the year, there may be a better chance of the request being funded. Mr. Kupel also recommended that the City increase the amount of their application from \$7,000 to a higher amount, in an effort to allow for the purchasing of an additional signal (or more), and materials to expand the safety program.

City of Mesa/ASU Polytechnic - Twining Pedestrian and Bicycle Mall

Mr. Scott Cisson addressed the Working Group, and stated that this application was being resubmitted from last year. He said that this was the third time that he was addressing the Working Group concerning this project. Mr. Cisson stated that the project is located on the old Williams Gateway Air Force base, and involves the conversion of an old military road into a pedestrian walkway for the ASU Polytechnic Campus. He mentioned the organizations that would be using the project, and noted that the project involves a 495 foot long, and 250 foot wide roadway that includes seating areas, landscaping, and facilities containing ADA features to ensure handicapped access and mobility. Mr. Cisson stated that the project provides connectivity for pedestrians and bicyclists to transit hubs; other areas of the campus; surrounding businesses; nearby residential neighborhoods; and provides access to major arterial roadways in the area. Mr. Cisson also stressed the safety elements associated with the project, and how bikes and pedestrian access would be separated. He also said that the population in the area would increase to about 30,000 people in the near future.

Discussion followed, and Mr. Doug Kupel stated that the letters of support on the project were excellent, but was recommended that a new letter of support should be obtained from the City of Mesa's incoming District 6 Council member. Mr. Cisson then answered a number of questions pertaining to project costs and infrastructure at the facility. Ms. Angela Dye

summarized the discussion by suggested that a map should be included within the application that more accurately depicts the project request area.

City of Glendale - Grand Avenue Pedestrian Pathway between Loop 101 and N. 107th Street

Mr. Steve Hancock addressed the Working Group, and provided an overview of the Grand Canal Pedestrian Pathway between Loop 101 and N. 107th Avenue. Mr. Hancock called the Working Group's attention to the map in the application, and stated that the yellow line on the map represented the segment planned for this particular pathway project, which was about 1.3 miles in length. He stated that the proposed segment connected to the planned New River Pathway to the west and north, which was part of the West Valley Recreation Corridor Plan, conducted through MAG during 1999. Mr. Hancock said that the project is a vital link in Glendale's western trail system. He said the proposed project would service the west Glendale area and the Westgate site, which includes the sports complex hosting the Arizona Cardinals and the Glendale Arena. Mr. Hancock said that the project was a multi-use path to be built along the existing canal maintenance roads on the west side of the Bethany Home Road alignment, and that this area is quickly developing. He stated that the planned pathway would be of tremendous benefit to the people of this area, and would serve to connect a variety of neighborhoods, and also connect to other trails and paths throughout the area. Mr. Hancock then referenced a recent article in the Arizona Republic, which said that the city of Glendale ranked Number 12 out of 100 of the nation's largest communities for walkability. He said that this project was consistent with that concept, and was part of Glendale's ongoing planning efforts.

Discussion followed, and Mr. Robert Yabes addressed the Glendale application and stated that the line item for concrete appeared to be a little low. Mr. Hancock said that any extra amount not accounted for in the application would come from the City of Glendale's local match amount. Ms. Dawn Coomer asked Mr. Hancock about the City of Glendale's priorities between their two project submittals, and Mr. Hancock said that the *West Glendale Avenue Walkway and Connectivity Enhancements* project was the higher priority. There were no further questions.

Town of Cave Creek - Cave Creek Town Core Non-Motorized Transportation System

Mr. Ian Cordwell addressed the Working Group, and stated that this application was being resubmitted from last year. Mr. Cordwell said that this was the fifth time that he was addressing the Working Group concerning this project, and that the application has been revised and improved over the years. He stated that when this project was originally submitted, the application called for the multi-use path to be located in the back of the central business district's properties, along a wash, which posed many ADA compliance issues, and did not solve any of the vehicular and pedestrian safety problems in the Town

Core.

Mr. Cordwell informed the Working Group that the project involves the installation of a six foot wide, 0.75 mile long multi-use path system to be located at the south side of Cave Creek Road, from Hidden Valley Drive to Viola Lane. Mr. Cordwell said that in an effort to address pedestrian safety and vehicular traffic issues in the central core, the Town was in the process of identifying where walkways will be located. He stated that Cave Creek has recently received a landscaping plan from their consulting firm, which details the first 600 feet of the Town Core project. Mr. Cordwell said that Cave Creek has already addressed easements, curbing and sidewalks, and that he is still working with the community to obtain additional letters of support from businesses.

Discussion followed, and Mr. Doug Kupel recommended that the Town include color copies of photos and maps in the applications that will be going to ADOT for review by the Transportation Enhancement Review Committee. Ms. Angela Dye concurred, and said that it would also be helpful if the Town included a cross section graphic in the application. There were several questions pertaining to the aggregate surface of the trail, and on the issue of fencing. Ms. Dawn Coomer said that the Maricopa County Flood Control District is doing a countywide study and will address drainage. She suggested that there should be a reference to the study within the application. There were no further comments.

City of Phoenix - South Mountain Community College Pedestrian Crossing

Ms. Lynn Timmons addressed the Working Group, and provided an overview of the South Mountain Community College Pedestrian Crossing. Ms. Timmons stated that all technical questions pertaining to the application should be addressed by Ms. Gayle Brinkman, Landscape Architect for the City of Phoenix. Ms. Timmons also introduced Mr. Raul Sandoval and Dr. Linda Lujan from South Mountain Community College, and Dr. William Conley from the Arizona Agribusiness Equine Science Center charter school, who were there to speak on behalf of the project.

Ms. Timmons stated that the proposed South Mountain Community College Pedestrian Crossing would provide a 40 foot long by 10 foot wide bridge over the Western Canal, and connect the South Mountain Community College, the Legacy Village Shopping Center and the Arizona Agribusiness Equine Science Center, a Phoenix-based public charter school. Ms. Timmons said that the project was located near the intersection of 24th Street and Baseline Road. Ms. Timmons said that if implemented, the pedestrian crossing project would create a “much-needed” connection for students, shoppers and trail users in south Phoenix. She said that it would minimize pedestrian and vehicular conflicts in the area, and also included a crosswalk, landscaping and an ADA ramp. Ms. Timmons displayed an aerial of the project sight, and provided several pictures of the area. She stated that Phoenix had an existing agreement with the Salt River Project regarding the Western Canal, and that it would not be a problem moving forward with the project if awarded.

Ms. Timmons summarized her presentation to the Working Group, and was then followed by brief presentations and comments of support for the project by Dr. Linda Lujan, Vice President of South Mountain Community College, and by Dr. William Conley, Principal of the Arizona Agribusiness Equine Science Center charter school.

Discussion followed, and there were several questions pertaining to the actual location of the bridge connection over the canal, adjacent surface materials near the bridge, and questions pertaining to the design of the bridge. Ms. Brinkman stated that it isn't yet known how the South Mountain Community College would design the library area adjacent to the canal, and that she would work with them after the area is designed, to determine where they will ultimately place the bridge. Ms. Brinkman stated that the surface area adjacent to the bridge would consist of gravel material. There were no additional comments from members of the Working Group.

Town of Gilbert - Gilbert Heritage District Downtown Pedestrian Project

Ms. Tami Ryall addressed the Working Group, and stated that the Gilbert Heritage District Downtown Pedestrian Project application was being resubmitted from last year. Ms. Ryall stated that the proposed project involves the installation of sidewalks in the Heritage District of Gilbert to allow for connectivity between downtown destinations, and to modify existing facilities to meet ADA requirements. Ms. Ryall said that there are many visitors to the downtown area, and that the system was built prior to the 1950s. She stated that the project involves installing a total of 1.25 miles of 6 foot wide, ADA-compliant concrete sidewalks and shade trees north of Elliot Road, between Gilbert Road and North Oak Street. Ms. Ryall provided a general overview of the Gilbert Heritage District, and provided a brief history of the area dating back to 1907. She said that because of the area's overall age, the sidewalks were old, inadequate, disconnected, and not sufficient for pedestrian usage. Ms. Ryall displayed a number of photos showing gaps in the area's sidewalks, and the poor conditions of sidewalks for pedestrian access. She also pointed out a minor error on the last page of the cost estimate, and stated that she would fix this prior to the final submission date in August.

Mr. Doug Kupel asked whether the Town of Gilbert ever considered conducting a survey of historic buildings. Ms. Ryall stated that the Town had several buildings that were National Historic eligible. Discussion followed, and Ms. Dawn Coomer asked whether there was sufficient right-of-way in the Heritage District to allow for landscape improvements. Ms. Coomer then recommended that the Town provide clarification in the application on the town's ability to provide landscaping in the existing right-of-way. Mr. Hall then addressed the town's application, and recommended that the Town include a table that categorizes the 1.25 miles of sidewalks down into specific street segments in the project area. He suggested that this information should include lengths of segments, and per unit costs by linear foot. There were no additional comments from members of the Working Group.

City of Surprise - Replacement of Asphalt Sidewalks: 141st Avenue to SR 83

Mr. Randy Overmyer addressed the Working Group, and provided an overview of the Bell Road Sidewalk Replacement Project. Mr. Overmyer stated that this was a significant project of need for the City of Surprise, and provided information on the project's location on Bell Road, from 141st Avenue to State Route 83. Mr. Overmyer said that the project involved the construction of five miles of sidewalk along Bell Road, which would be six feet wide and constructed of concrete. He noted that landscaping was not involved in this project. Mr. Overmyer addressed elderly pedestrian mobility issues associated with the corridor, and stated that the existing pavement area was in poor shape, and that there were a number of alignment issues along Bell Road. He said that the new sidewalks would eliminate safety concerns, and that the project will improve pedestrian mobility and connectivity to area transit circulators by replacing the old asphalt sidewalks with concrete. After answering several questions pertaining to design issues, Mr. Overmyer stated that he would include a cross section in the revised application for information purposes. There were no further questions for Mr. Overmyer, and this concluded his presentation on the project.

City of Avondale - Agua Fria River Connector Trail - Phase II

Mr. Dan Davis addressed the Working Group, and provided an overview of the Agua Fria River Connector Trail - Phase II project. Mr. Davis displayed a project location board, and stated that the purpose of the project was to construct a 1.75 mile, 12 foot wide multi-use path that connects Coldwater and Friendship parks. He handed out brochures to those in attendance, which graphically displayed the project area and provided a narrative description of the proposed trail. Mr. Davis said that the project was consistent with the West Valley Recreation Corridor Study that was sponsored by MAG in 1999, and that the city was also working with the Maricopa County Flood Control District. Mr. Davis stated that the project also included landscaping, a handrail, irrigation, pedestrian lighting, and also incorporates public art at trail access points.

Ms. Angela Dye addressed the project, and said that based on the application, the project appears to be more of a recreation project connecting two parks, opposed to a transportation project with a surface transportation component. She stressed that the city needs to be able to demonstrate connectivity between businesses, schools, neighborhoods, and other areas of the community. Also, Ms. Dye called the Working Group's attention to several photos in the application, and stated that the photos show obstacles of how to get underneath the existing bridges. She suggested that if possible, they could be replaced with exhibits or other photos that show less of a barrier.

Further discussion followed, and Mr. Bill Lazenby suggested that the City obtain additional letters of support for the project from members of the business community, in an effort to show the connectivity of the trail from the central business district, and other commercial areas of the community. There was also a comment pertaining to the community's cost estimate. It was noted that the city needs to correct the differences between the cost

estimates on Page One of the application, and the figures displayed on the last page of the Cost Estimates Spread Sheet, located at the back of the application. There were no further comments.

Town of Queen Creek - Queen Creek Multi-Use Trail

Mr. Creighton Wright addressed the Working Group, and provided an overview of the Queen Creek Multi-Use Trail. Mr. Wright stated that the project involves the construction of a ten foot wide, one mile section of the Queen Creek Multi-Use Trail, between Hawes Road and Ellsworth Road. He stated that the project will be constructed along the bank of the Queen Creek Wash, and ties into the existing paths, neighborhoods and the municipal center at Ellsworth Road. He said that the multi-use trail project would serve as a vital link to the Town Center, and include concrete construction and signage.

Discussion followed pertaining to landscaping and drainage issues. Mr. Wright said that the Town is anticipating some landscaping on the project, and has identified areas that are in need of weed control. He addressed flood control measures and the use of rip rap and river rock materials. Mr. Doug Kupel then stated that he did not see many letters of support for the project, and he recommended that the Town obtain several key letters of support for the application. Mr. Hall addressed the overall amount of \$282,994 as requested in the application, and stated that he has had discussions with Queen Creek concerning their desire to possibly increase the overall amount of federal funds requested. After discussion, it was agreed that the Town may in fact increase their request for Federal funds on the project to an amount not to exceed \$500,000, provided that the Town can assure a minimum local match of 5.7 percent. There were no further comments.

City of Litchfield Park - The Litchfield Road and Wigwam Boulevard Pedestrian Underpass and Public Art Project

Mr. Darryl Crossman addressed the Working Group, and provided an overview of the Litchfield Road/Wigwam Boulevard Pedestrian Underpass and Public Art Project. Mr. Crossman stated that the project involved the construction of a pedestrian underpass across Litchfield Road at Wigwam Boulevard to enhance the connectivity within the community. He said that the project involves a 30 foot wide by 120 foot long bridge under the roadway, and would also include curbing, gateway features, ADA compliant ramps, retaining walls, ramp landings, concrete stairs, railings, lighting, drainage, and traffic control features. Mr. Crossman said that the project would include a public art element. He also said that the project will provide a safer route to school for children, and complete a critical connective link to the city-wide pathway system. Mr. Crossman noted a number of supporting agencies for the project, and stated that the City of Litchfield Park was requesting \$500,000 in Federal funds.

Ms. Angela Dye asked Mr. Crossman if the project was a bridge or an underpass. She recommended that the City provide clarification between it being a bridge or an underpass, and suggested that it should specifically be referred to as a pedestrian underpass throughout the application. Mr. Doug Kupel stated that the application could be improved by including a regional map. It was suggested that the City include a color map that shows the immediate region and the proximity of schools, subdivisions and neighborhoods as mentioned in the application. Several members of the Working Group thought that it was helpful to show connectivity. Ms. Dawn Coomer also stated that it was helpful to describe photos, and to add text next to the pictures in the application. Ms. Coomer also commented on the Cost estimates, and advised the City to include funding in the application for scoping and design. There were no additional comments.

City of Litchfield Park - Landscape Enhancements for Two Segments of the Litchfield Park Trails System

Mr. Darryl Crossman addressed the final application to be heard by the Working Group, which was the Pathway Landscape Enhancements project for the City of Litchfield Park. Mr. Crossman stated that the project provided landscaping enhancements to two segments of the city that presently lacked landscaping, and would include the planting of trees, shrubs, cacti; and also include irrigation, and provide benches and trash receptacles. He provided information on the city's pathway system, and displayed a map showing where the proposed landscape areas were to be located. Mr. Crossman displayed a few photos showing the areas in need of landscaping, and informed the Working Group that the City was requesting \$85,000 in enhancement funding for the project.

Ms. Angela Dye suggested that the City should provide a stronger rationale for requesting landscaping as the only item. She said that the City should provide additional amenities that strengthen the application. After further discussion, it was recommended by the Working Group that the City should add additional amenities to the landscaping application, such as pedestrian amenities and shade trees, in an effort to make it pedestrian friendly and give the application a better chance of obtaining funding. It was also suggested that the City reevaluate their Cost Estimates for landscaping and trees, as they seemed low for this particular project. There were no further comments by the Working Group.

7. Other Items Relevant to the Round XIV and Future Enhancement Fund Applications

Co-Chair Johnson addressed the next order of business, and asked whether anyone had any other issues to raise for discussion. There were no comments regarding this item.

8. Future Meeting Dates

Co-Chair Johnson stated that the next meeting of the Enhancement Funds Working Group will be held Thursday, June 22, 2006 at 9:00 a.m. in the MAG Cholla Room. Co-Chair Johnson stated that the purpose of this meeting is to rank transportation enhancement fund applications. As a reminder for applicants, Co-Chair Johnson noted that responses heard at today's meeting are due to MAG staff by Tuesday, June 20th at Noon. He noted that MAG staff will work on compiling our comments made at the meeting today and send them to applicants as soon as possible. Co-Chair Johnson stated that if needed, a tentative meeting may be held on June 27, 2006. However, he stated that he would like to see everything completed by the meeting on June 22, 2006, and not have the June 27th meeting. There being no further comments or questions, Co-Chair Johnson adjourned the meeting at 11:55 a.m.